



## TRAFFIC PRESUBMITTAL CONFERENCE REVIEW FORM (SCC 30.66B.020)

Snohomish County

PDS Traffic/Drainage Section (425) 388-6440

This form, signed, completed, and less than 90 days old is required with permit application.

A permit application for the development proposal described below will not be accepted by PDS without this form signed by a County representative and the applicant within 90 days. Extensions can only be granted in advance of application submittal and may require additional review and revisions.

**General Information**Project File Number: 09 108601 PS Development Name: Point WellsApplicant: Mark Wells Paramount of WashingtonRepresentative: Jack Molver, P.E., DEAPhone: (425) 259-4099Development Type: CBP CU Duplex ☒ SP Plat RezoneSite Plan Modification ☒ Other Urban CenterBuilding Size: Number of Units/Lots: Existing: Oil refinery TBRGeneral Location of Site: SW corner of Snohomish County1/4 S 35 T 27 R 3 Transportation Area (TSA) F☒ Inside Urban Growth Area (UGA) for City of Outside UGA

Based on information provided by the applicant likely traffic impacts have

been identified and ☒ will will not require impact mitigationNotes 3,500 housing units, 70,000 sq ft commercial, 15,000 sq ft retail & public park and/or a nine lot short subdivision.**The following items are required with permit application:**☒ Traffic review fee of \$ 5,000.00 Traffic review fee not required☒ Trip Generation -AM and PM Peak Hour and Average Daily Traffic (ADT)☒ AM and PM Peak Hour Distribution (See *Required Format for Trip Distributions*)Developer hereby voluntarily allows the scope of traffic impact analysis to be determined during review of the application.A pre-application concurrency evaluation has been performed under PFN:Applicant must provide mailing labels of parties of record with permit application9 copies of traffic information required at submittal (or) No traffic information requiredNotes 2 copies of Synchro file**To PDS Counter Staff – Route the following materials to the Traffic/Drainage Section:**☒ This form ☒ PDS Master Application - 1 copy☒ Site Plan - 3 copies Targeted Drainage Plan - 2 copiesEnvironmental Checklist - 1 copy ☒ TDM Plan (1 copy optional) or offer☒ Traffic information - 3 copies Do not route application to the Traffic/Drainage Section**Route one copy of permit application and traffic information to:**☒ WSDOT Cities of: Woodway, Shoreline**Signatures and Dates**Mark A. Brown  
Snohomish County Representative1/12/11  
DateJack M. Molver  
Applicant/Representative1/12/11  
DatePrint name: Mark A. BrownPrint name: Jack Molver, P.E.Additional review date/initial:



Disclaimer

The following information and estimated mitigation requirements represent road conditions, code and rule requirements, and information about the proposed development as of the date signed below. Any of these things may change prior to the application submittal date.

Estimated Impact Fee: (SCC 30.66B.310)

The traffic impact fee must be paid at the time of or prior to building permit issuance for any development. Estimated new average daily trips (ADT) generated by the proposed development are:

See Traffic Study for trip generation

Residential rate is \$230.00/ADT

Commercial rate is \$196.00/ADT

Impact Fee Calculation

ADT

X

\$/ADT

=

\$?

The County will establish whether credits are warranted on a case-by-case basis for each development upon review of the application, but in general credits against the impact fee are warranted when the County requires developers to construct frontage improvements, donate right-of-way, or construct off-site improvements that are part of the projects in the impact fee cost basis as identified in the Transportation Needs Report.

Transportation Demand Management (TDM): (SCC 30.66B.630)

All new developments inside an urban growth area boundary shall provide sufficient transportation demand management measures through approved on-site measures or by payment as calculated below: If TDM on-site measures are proposed, a separate TDM plan must be submitted with the initial application.

Estimated TDM Payment Calculation

?

Peak Hour Trips

X 5% X 6500 =

\$?

Additional TDM may be required for impacts on arterials designated as ultimate capacity

Trip Reduction credit information provided to applicant.

Notes See traffic study

Level of Service (LOS): (SCC 30.66B.120)

The County makes a concurrency determination upon receipt of a development initial application. A development not deemed concurrent cannot be approved. Currently in the applicant's TSA, the following arterial units are in arrears, at ultimate capacity, or at risk of being in arrears:

None in arrears. See Critical List for units at risk

This development may generate more than 50 peak hour trips, hence a traffic scoping meeting is required

prior to application submittal.

It was held in conjunction with this meeting, or

It was held on

, or

It will be scheduled and held prior to application submittal

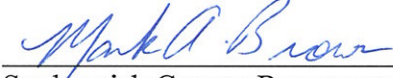
Inadequate Road Condition (IRC): (SCC 30.66B.210)

Not applicable, as the development will generate less than three (3) PM peak hour trips.

When a development impacts an IRC with three or more PM peak hour trips, improvements to the road, adequate to remove the IRC classification will be required. At this time, the following IRCs have been identified in the applicant's TSA:

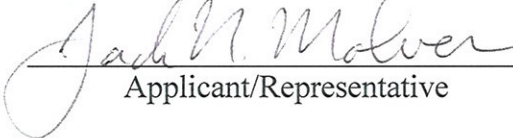
The intersection of Locust Way/15<sup>th</sup> Ave W has been identified as an IRC.

Project File Number 09 108601 PS

  
Snohomish County Representative

1/12/11  
Date

Signatures and Dates

  
Applicant/Representative

1/12/11  
Date

Additional review date/initial: \_\_\_\_\_



**Frontage Improvements: (SCC 30.66B.410)** All developments will be required to make frontage improvements along the parcel's frontage on any opened, constructed, and maintained public road. Standard frontage improvements are required along the project's frontage on the following road(s):

Urban: Urban standards consist of \_\_\_\_\_ ft. of paved roadway from the centerline of the right-of-way or roadway\*\* with concrete curb, gutter, planter and a Urban: \_\_\_\_\_ foot sidewalk, or

Rural: Rural standards consist of \_\_\_\_\_ ft. of paved roadway from the centerline of the right-of-way or roadway\*\* with a \_\_\_\_\_ Foot paved shoulder, or

☒ Frontage improvements are not required.

\*\*The location will be determined during review. Notes:

The site has no frontage on any opened or unopened County right-of-way.

**Right-Of-Way Requirements: (SCC 30.66B.510)** Development shall be required to dedicate, establish, or deed right-of-way to the county for road purposes when to do so is reasonably necessary as a direct result of a proposed development, for improvement, use or maintenance of the road system serving the development.

The road fronting this development, \_\_\_\_\_ is designated as a \_\_\_\_\_ on the County Arterial Map. This roadway ultimately requires a right-of-way width of \_\_\_\_\_ feet from centerline of right-of-way. Presently on the development's side of centerline \_\_\_\_\_ feet exist.

Thus, \_\_\_\_\_ feet of additional right-of-way is required along the development's frontage.

Notes No right-of-way required.

**Access and Transportation Circulation Requirements: (SCC 30.66B.420)** All developments are required to provide for access and transportation circulation in accordance with the comprehensive plan and county development regulations. In addition, off-site pedestrian facilities for school children may be required for subdivisions and short subdivisions pursuant to RCW 58.17.110:

All access will be from within the City of Shoreline.

**Mitigation for Impacts on State Highways and/ or City Streets (SCC 30.66B.710 and 720)**

Consistent with interlocal agreements mitigation may be required for impacts on state highways or city streets. Applicant must complete all of the following and include with initial submittal:

WSDOT: ☒ Traffic Impact Analysis (TIA) Checklist, TIA conforming to checklists, and mitigation offer.

CITIES: \_\_\_\_\_ Traffic Worksheets, Traffic Studies conforming to worksheets, and mitigation offers for:

List Cities \_\_\_\_\_

**Comments/Other:**

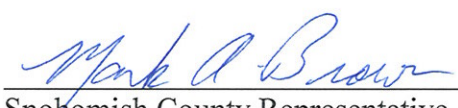
Haul Route Agreement may be required. Allow 4 weeks for processing.

Links to current code, rules, forms, and other relevant data are on the web at:  
[http://www1.co.snohomish.wa.us/Departments/Public\\_Works/Divisions/TES/ProgramPlanning/3066B/](http://www1.co.snohomish.wa.us/Departments/Public_Works/Divisions/TES/ProgramPlanning/3066B/)

Notes \_\_\_\_\_

**Project File Number** 09 108601 PS

**Signatures and Dates**

	<u>1/12/11</u>		<u>1/12/11</u>
Snohomish County Representative	Date	Applicant/Representative	Date

Additional review date/initial: \_\_\_\_\_

Revised Effective \_\_\_\_\_ Page 3 of 3 30.66B Presubmittal Form C-4213-1

# Traffic Analysis Impact Checklist

Washington State Department of Transportation (WSDOT) Northwest Region

Developments within Snohomish County

*Attach this completed and signed form to the initial development application.*

Contact: WSDOT Snohomish Area Developer Series

MS 240, WSDOT NW Region, PO Box 330310, Seattle, WA 98153-9710

Website: [www.wsdot.wa.gov/regions/northwest/snohomish/developerservices/snokingdevelopmentserviceshome.htm](http://www.wsdot.wa.gov/regions/northwest/snohomish/developerservices/snokingdevelopmentserviceshome.htm)

## Section One (1)

1. Development Name: **Point Wells** PFN: **09 108601 PS**

2. Development Location

**SW corner of Snohomish County; 3,500 housing units, 70,000 sq ft commercial, 15,000 sq ft retail & public park and/or 9 lot short subdivision**

a. Transportation Service Area (TSA):

3. Vicinity Map Attached.

4. Development Type: **Urban Center**

5. Trip Generation:

a. Average daily traffic generated: **See Traffic Study**

b. PM Peak Hour traffic generated: **See Traffic Study**

6. Is PM Peak Hour traffic generated fifty (50) or greater?: **X** Yes **No**

7. Is the development likely to add ten (10) or more PM Peak-Hour trips to any LOS F or HAL location within the development's TSA?: Yes **No** **X** ?

Detail:

8. If "yes" to Number 6 or 7:

**X** A comprehensive traffic study is required, consistent with County/WSDOT Traffic Impact Analysis Checklist Section (2).

Signatures and date:

Applicant/Representative:

Date:

Snohomish County Representative

Date:

Attachments:

1. Vicinity Map
2. Report of LOS F or HAL locations, if appropriate
3. Traffic Mitigation Offer to WSDOT:

Exhibit "A"

Interlocal Agreement WSDOT and Snohomish County

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# Critical Arterial Units and Traffic Study Scoping Sheet for Large Developments

CRITICAL ARTERIAL UNITS											
				Last Revised		10/4/2010					
				Print Date		1/12/2011					
TSA	UNIT	**	ROAD NAME	FROM	TO	AM nb/eb	AM sb/wb	PM nb/eb	PM sb/wb		
B	256	R	BUNK FOSS RD/RITCHIEY RD	SR 9	S.MACHIAS RD		X			X	
C	198	U	MARSH RD	LOWELL LARIMER RD	SR 9				AUIA		
C	235	U	AIRPORT WY	99 AVE SE	SNOHOMISH C/L				X		
C	353	U	AIRPORT WY	SR 9	99 AVE SE				AUIA		AUIA
C	445	R	SPRINGHETT RD	BROADWAY AVE	AIRPORT WY			X	X	X	X
D	202	U	SEATTLE HILL RD	35 AVE SE	SR 96					AUIA	AUIA
D	*218	U	164 ST SW/SE	I-5 NB ON/OFF RAMP	MILL CR C/L			UC	UC	UC	UC
D	*219	U	164 ST SW	LYNN C/L (Spruce Way)	I-5 SB ON/OFF RAMP			UC	UC	UC	UC
D	220	U	ALDERWOOD MALL PKWY	164 ST SW	LYNNWOOD C/L				X	X	X
D	225	U	148 / 150 ST SW / JEFFERSON / MADISON WY	SR 99	ASH WY						X
D	227	U	BEVERLY PARK RD	SR 525	AIRPORT RD (EVT)						X
D	228	U	AIRPORT/128 ST SW	SR 99	SB Ramps I-5			X		X	X
D	229	U	4 AVE W	128 ST SW	112 ST SW				X	X	X
D	234	U	112 ST SW	BEVERLY PARK RD	AIRPORT RD (EVT)			X	X	X	X
D	287	U	35 AVE W/36 AVE W	LYNNWOOD C/L	164 ST SW			X			
D	293	U	GIBSON RD / 134 ST SW / 4 AVE W / ASH WY	SR 99	128 ST SW				X		X
D	298	U	Meridian AV / 3rd	SR 96	Meadow Place				X		
D	304	U	LARCH WAY	164 ST SW	178 ST SW			X	X		
D	336	U	35 AVE SE	GRANNIS RD	168 ST SE			X	X		
D	352	U	4 AVE W	112 ST SW	EVERETT C/L				X	X	X
D	453	U	LINCOLN WAY	BEVERLY PARK RD	ADMIRALTY WAY			X	X	X	X
D	454	U	Meadow Road	164th ST SW	146th ST SW						X
E	207	U	35 AVE SE	GRANNIS RD	168 ST SE				X	X	
E	*211	U	SNOH-WOODINVILLE RD	KING CO LINE	SR 522 (EB RAMP)			UC	UC	UC	UC
E	262	U	180 ST SE	SR 9	BROADWAY AVE			X	X	X	X
E	420	U	YORK RD/35 AVE SE	SR 524	GRANNIS RD				X	X	
F	214	U	LARCH WAY	MLT C/L	CYPRESS WY (S LEG)				X		
F	215	U	204 ST SW	LYNN C/L	28 AVE W				X	X	X
F	278	U	POPLAR WY	LYNNWOOD C/L	BRIER C/L			X	X	X	X
F	337	U	YORK RD/35 AVE SE	SR 524	GRANNIS RD				X	X	



# Critical Arterial Units and Traffic Study Scoping Sheet for Large Developments

SCOPING SHEET			
<p><i>AWM</i></p> <p>Applicant will evaluate future LOS on any critical arterial unit impacted by 3+ PHT and any other arterial unit impacted by 50+ directional PHT.</p>			
<p>Additional Arterial Units to be Evaluated Other Than Those Listed Above</p>			
UNIT #	ARTERIAL UNIT		
<i>NB</i>	No Additional Arterial Units to Evaluate		
<p>NOTE: Per DPW Rule 4220.100(4) an arterial unit not identified as critical or called out for analysis at the traffic scoping meeting is not considered to be within the scope of required future level-of-service analysis and will not be a factor in concurrency determinations except when the arterial unit is declared to be in arrears prior to the development's concurrency vesting date. See 4220.100(4) for other possible exceptions.</p>			
Project currently called		PFN#	TSA
POINT WELLS		09 108601	F
<p><i>AWM</i></p> <p>Basic Percentage Trip Distribution was / was not reviewed, and tentatively looks OK** / needs revision.            ** If approved, applicant must include copy (initiated and dated by PDS) with submitted traffic study.</p>			
Other Notes from Traffic Study Scoping Meeting			
<p><i>AWM</i> Applicant agrees to use the versions* of the following in effect as of the date of this scoping meeting.</p>			
1	Arterial Unit Categories	5	Requirements For Traffic Studies With Future Level-Of-Service Analysis
2	Key Intersections (Lists and Maps)	6	State Highways of Statewide Significance as Designated by WSDOT
3	List of Six-Year Network Assumptions	7	Synchro Calibration Revision
4	Required Format for Trip Distributions		
<p>* <a href="http://www1.co.snohomish.wa.us/Departments/Public_Works/Divisions/TES/ProgramPlanning/3066B/">http://www1.co.snohomish.wa.us/Departments/Public_Works/Divisions/TES/ProgramPlanning/3066B/</a></p>			
Applicant (or Traffic Consultant) Sign and Date in This Space			
<p><i>Jacky Molven 12/16/09</i></p>			
Planning and Development Services Sign and Date in This Space		Date	Valid Until
<p><i>Mark A. Brown</i></p>		12-16-09	3-16-10
PLEASE NOTE: Attach this signed document to the traffic study with the submittal.			